

Chapter 7.0

Transportation

7.1 Introduction, Vision, and Planning Context

TRANSPORTATION VISION FOR THE CENTRAL AREA

The goal of this Transportation Plan is to facilitate movement of residents, workers, visitors, and goods to, from and within the Central Area with a particular focus on increasing safety, supporting economic centers, encouraging a full range of transportation choices, and creating social gathering places that improve the quality of life and serve as the heart of the community.

The Central Area, because of its central location, existing infrastructure of streets, sidewalks and trolley and bus service, and high percentage of residents that do not own cars, has the potential to become a model community for transportation choices. A community where residents, workers, students and visitors alike can choose from a variety of comfortable and competitively convenient modes of transportation including walking, bicycling, and transit and where our reliance on cars for basic transportation needs is reduced or eliminated.

Each of the planning area “nodes” developed transportation vision statements during Phase I. These are contained in the October, 1997 Transportation Profile Report. There are some common threads that are important to emphasize from both the overall CAAP and the individual nodes. These place priorities on pedestrian and non-motorized travel modes and transit service. In particular, the design and function of the business areas is envisioned as one that supports safe and amenable havens for shoppers, strollers, and transit riders. Location and supply of parking supporting these business areas is also important.

PLANNING CONTEXT

Past. The Central Area is fortunate to have been developed as streetcar neighborhoods beginning over 100 years ago. As a result the Central Area is served by an excellent network of backless trolleys providing direct access to downtown. In most areas streets and sidewalks were fully developed on a grid system by developers or through Local Improvement Districts funded by property owners.

Present. Generally the residential areas have six foot sidewalks in good condition, and in some areas have historic details like granite curbs, brick gutters, and brass addresses at the corners. Yet, there are areas where the infrastructure is crumbling and other areas that need improvements to meet the demands of new development and increased density. The pedestrian environment, particularly along arterials, needs improvement.

Future. The challenge is to build on the Central Area's history as a walking and transit neighborhood and create a community that encourages walking and bicycling by making those choices safe and attractive, and encourages transit ridership by providing convenient and frequent service with safe access. A further challenge is to provide good transit service linking Central Area neighborhoods to facilities within the Central Area as well as to outlying employment centers and to address the impact of traffic generators such as universities and hospitals within the Central Area.

7.2 Comprehensive Plan Rationale

The Seattle Comprehensive Plan is the official adopted 20-year guide for growth and development throughout the entire "City. The Plan establishes targets for population, housing and job growth for urban centers and urban villages as well as goals, policies and strategies for achieving these targets through the capital investment in facilities such as streets, pedestrian facilities, transit, and other transportation "hardware"... The Comprehensive Plan Transportation Element contains nine fictional areas that are important to touch on here.

Changing and Managing Travel Demand and Travel Behavior. An important aspect of achieving the vision of the plans is to reduce reliance on single-occupant auto travel. In 1990, nearly 60% of all Seattle work trips were in this mode. Carpools (12%) and public transportation (16%) comprised the other major - but much less significant - modes. In 2010, the objective is to reduce single-occupant vehicle work trips citywide to 35% by doubling transit work trip use to 27%. Other modes such as carpools, bicycling, and walking are also expected to increase. Through traffic is an important concern in the Central Area and changing the behavior of this travel moving through the community could have a very strong positive impact.

Land Use and Transportation. The success of mixed-use development and infill within the urban villages is critical to this vision. Currently, our public transportation system is not always directly supported by dense residential and employment populations conveniently located near transit corridors. People have to walk farther than they wish, or transfer to make proper connections. These factors inhibit effective use of transit. In addition, the development of employment opportunities in the Central Area accessible from the residential neighborhoods can reduce work trips generated now by area residents who must travel outside to work. New retail and service development in the urban Wages can also reduce trips or shift them from autos to pedestrian, bicycle or transit movement.

Use Of Streets. As a built city, Seattle has very little opportunity to increase transportation capacity by adding new streets or lanes to existing streets. The amount of real estate devoted to transportation is already very high. It is therefore very important to plan the use of this real estate to the maximum benefit for moving people and goods. Effective use of arterials for commuters by auto, bicycle and transit and for freight can have positive impacts on neighborhood streets. Arterial streets serving community business districts must accommodate through traffic, local business parking access and service as well as provide safe routes that encourage pedestrians and bicyclists.

Level of Service. Arterial and transit standards have been established based on the ratio of arterial street volumes and existing capacities. For the Central Area, the standards are 1.2, that is for p.m. peak hour traffic and transit, the volume maybe nearly 120% of the rated capacity of the arterials before new strategies would have to be employed. In 1990, the p.m. peak flows were about 70% of capacity.

Parking. “Long- or short-term parking is part of every car trip, and is a key factor in the choice of mode for a trip. The availability and price of parking influences people’s choices about where to live, work, shop, and conduct personal business. Parking policies can influence car use; the challenge is to provide enough parking to meet mobility and economic needs, while limiting supply and encourage people to use non-auto modes. In addition to these policies, policy H5 in the housing element provides guidance regarding parking.” (COMP) This statement emphasizes the intricate relationships between land use, transportation, and behavior that are so critical to urban village success. The key is to provide just enough parking to support business recognizing that parking is expensive to build and uses valuable street and/or building lot space. Building and business owners are concerned that a shortage of parking (or perceived shortage) will strain business success and neighbors are concerned that it may force parking onto adjacent residential streets. In addition to ensuring that sufficient parking can be provided, it is important to provide facilities that encourage use of the alternative transportation including walking, bicycling, and the use of transit so as to reduce the demand for parking.

Transit and Public Transportation. A “Transit Priority Network” has been established which identifies major corridors that are to receive major investments aimed at improving service capabilities. Other important relevant features of the Plan include integrating transit stops, stations and hubs with business districts, and the improvements to lighting, security, pedestrian amenities, and weather protection associated with transit facilities.

Pedestrians and Bicycles. Neighborhood planning has the opportunity to greatly increase the use of pedestrian overlays and bicycle lanes in- and between urban villages to create a network of facilities which will foster public non-motorized travel. Future street improvement programs should be designed to create or enhance these facilities. Providing better facilities for both modes is critical to meeting the transportation goals associated with reducing reliance on the automobile.

Moving Goods and Services. A network of major truck streets is established and all other, arterials are designated truck streets with the intent of preserving access for freight throughout the City and region. Improvement programs must design projects so that truck movement is considered and accommodated.

Transportation Financing. The Plan contains methods for establishing priorities for funding improvements within the Six-Year Plan. The City is currently drafting a transportation strategies plan that is intended to direct short- and long-term planning and programming for all system improvements. A bond issue may also be used to finance needed maintenance programs and some new neighborhood planning-driven projects.

Policy L1 O of the Comprehensive Plan states: “*AS part of neighborhood planning designate and define the extent of principal commercial streets for each urban village. Principal commercial streets are those streets in the commercial area of each urban village which are accessible both to automobiles and to transit and which have or are planned to have sufficient quantity and variety of commercial uses, in sufficiently close proximity to provide the opportunity to meet a variety of residential needs and thereby constitute opportunities and incentives to using non-motorized modes of travel for work or shopping trips..*”

Other important transportation policies speak to:

- Designing transportation facilities to reflect the character of surrounding neighborhoods;
- Using neighborhood traffic control devices and strategies to protect local streets and collector arterials from through traffic;
- Reallocating street space among various uses (general traffic, trucks, carpools, bicycles, parking, pedestrians);
- Balancing the removal of long- and short-term parking over time with the availability of non-auto modes and off-street parking to preserve the vitality of commercial areas;
- Allowing long-term parking on most collector arterials and local streets, limited by safety, street design, and property access needs. Use strategies such as parking duration and/or time-of-day limits or restricted parking zones (RPZs) where appropriate to discourage parking from commercial areas or other activity centers from spilling onto residential streets;
- Allowing flexibility in meeting long-term parking needs in commercial areas, urban centers, and urban villages, such as discouraging long-term accessory parking for single-occupant vehicles, while allowing principal use parking;
- Emphasizing short-term over long-term parking in commercial areas, both on- and off-street;
- Working toward a city-wide transit system that includes both limited-stop, frequent service connecting urban centers, urban villages, and manufacturing/industrial centers; and intra-community feeder service connecting homes and businesses with neighborhood transit facilities using small vehicles, flexible routes, demand-responsive or dial-a-ride service, subsidized taxis, night, shuttles;
- Integrating transit stops, stations, and hubs into existing communities and business districts to make it easy for people to ride transit and to reach local businesses. Provide adequate lighting, security, pedestrian amenities, and weather protection. Minimize the negative impacts of transit service and facilities on surrounding areas; and
- Through implementation of the comprehensive plan and/or neighborhood planning, designate Key Pedestrian Streets within the highest-density portions of urban villages and along logical connections between villages. Design and operate these streets to be safe and attractive for pedestrians, improve access to transit, encourage street-level activity, and facilitate social interaction. Integrate pedestrian facilities into street improvements on these streets. Consider strategies such as curb bulbs, mid-block crosswalks, benches, street trees, wider sidewalks, lighting, special paving, overhead weather protection, and grade-separated pedestrian walkways over or under major obstacles to pedestrian movement.

It is clear through the repetition of key words like “pedestrian, design, and transit” that the role of neighborhood planning within the Comprehensive Plan urban village concept is directed towards seeking balance between necessary traffic flow and the expansion of limited facility capacity by encouraging the use of modes which do not create congestion.

UNRESOLVED/ PENDING ISSUES

The primary transportation issues that have not been adequately addressed in the transportation plan is how Central Area residents, employees and students will be served by the Regionef Transit Authority and potentially by the proposed Monorail expansion. Resolution of where these systems will be located is outside the scope of this plan, but the intent remains to ensure that there be excellent connection” from the Central Area to any future stations of these high capacity systems.

OVERALL TRANSP.ORTATION / CIRCULATION GOAL

GOAL Facilitate movement of residents, workers, visitors, and goods within the Central Area with a particular focus on increasing safety, supporting economic centers, encouraging a full range of transportation choices, and creating social gathering places that improve the quality of life and serve es the heart of the community.

7.3 Non-Motorized Modes: Pedestrian Safety (refer to Figures 25 and 26)

ACTION Improve safety for pedestrians needing to cross Central Area arteriels to reach schools, perks, businesses, services, and transit.

T-7.3.1 Street improvements.. Work with Seattle Transportation Department and Department of Parks and Recreation to ensure installation of street improvements along Martin Luther King, Jr. Way, so as to increase pedestrian safety, slow speeding traffic, reduce accidents, and provide safer bicycle routes.

- **Install** thermoplastic crosswalks at all intersections with bus stops and at parks.
- Reduce speed limit to 30 mph north of McClellan and propose striping with center turn lane and bicycle lanes so channelization is consistent (Coordinate with North Rainier Neighborhood Plan).

T-7.3.2 Safety Improvements. Work with Seattle Transportation Department to ensure pedestrian safety improvements along Madison, Union, Cherry, Yesler, and Jackson Streets.

- Provide for safe pedestrian crossing of Madison, particularly between 20th and 23rd. Install curb bulb **and thermoplastic** crosswalk at 20th as highest priority to address safety needs related to the new elderly housing development.
- Provide extended curb bulbs at intersections to reduce crossing distance and provide planting area. (Jackson **IN PROCESS**, **Yesler** **FUNDED**)
- Install planted medians and/or pedestrian **refuge** islands where appropriate to provide safety zone for pedestrians. (Jackson **IN PROCESS**)
- Explore options for improving the safety of the existing mid-block crossings. (Cherry at **Garfield** Community Center **APPROVED(?)** and Jackson at **Central Park Trail** **IN PROCESS**).
- Install thermoplastic crosswalks or textured concrete crosswalks where funding allows at Key Pedestrian Street intersections so as to clearly and more permanently indicate pedestrian right-of-way.

T-7.3.3 Encourage Pedestrian Activity. Work with Seattle **Transportation** Department to ensure that pedestrian activity is encouraged, particularly at business nodes. **Do** not impede pedestrian crossings at fully signalized intersections with installation of **pedestrian** activated (push button) signals, which make street crossing more **difficult** and time-consuming for pedestrians.

- . Ensure that pedestrian convenience and priority are preserved at **all** signalized intersections. Do not use push buttons at fully signalized intersections.
- . Where pedestrian activated **signals are** installed, ensure that any buttons are conveniently located **within** a crosswalk right-of-way.
- . Run **pedestrian** signals on automatic recall (walk signal comes up whenever vehicle signal changes) unless significant **traffic** congestion can be documented. Change operation at **18th** and 20th on **Yesler** Way to automatic recall.
- . Consider all-way pedestrian crossing signals at business nodes when demand justifies.

T-7.3.4 **Safety Improvements. Work, with Seattle Transportation Department to ensure pedestrian safety improvements** *along 12th* (See **T-8.1**), **14th**, and 19th Avenues.

- Provide extended curb bulbs for pedestrian safety where appropriate. (1 9th at Cherry **UNDERWAY**, at **Yesler** **PLANNED**, 14th at **Yesler** (south side) **PLANNED**)

7.4 Non-Motorized Modes: Pedestrian & Bicycle Enhancements

- ACTION** Encourage non-motorized transportation by improving pedestrian and bicycle facilities.
- T-7.4.1** **Encourage Walking and Biking.** Work with DCLU, Seattle Transportation Department and developers to ensure that all major new developments are designed to encourage pedestrian and bicycle access.
- . Improve **regional bicycle/** pedestrian trail route through Hiawatha Place and ensure safety of bicycles accessing the **Dearborn Street bicycle** lanes.
- T-7.4.2** **Pedestrian Improvements.** Work with community and business organizations and Seattle Transportation Department% existing program to **identify** locations for wheelchair ramps and other pedestrian improvements.
- . Work with Seattle Transportation Department, City **Light** and Metro Transit to identify solutions for narrow sidewalks that are blocked by poles. Examples include Jackson Street.
- T-7.4.3** **Key Bicycle Streets.** Designate Key Bicycle streets and work with Seattle Transportation **Department** to target 'improvements on these streets, adding lane stripping and/or bicycle symbols where possible, and to ensure that future **transportation** decisions do not degrade travel safety for cyclists. Key Bicycle **streets** currently identified include Martin Luther King, Jr. Way, 20th/19th, 14th, 12th, Jackson, Cherry east of 23rd, and Union to 34th, Denny and **Madrona Drive** as well as the **regional** trail systems along Lake Washington Boulevard and Hiawatha Place to Dearborn.
- Maintain lane edge line on 12th until **street reconfigured** with **full** bicycle lanes.
 - . Where **channelization** allows, paint bicycle lanes (or bicycle symbols) on Jackson Street between 14th and 3 1st, on Union between 14th and 34th, and on 19th between Union and Madison.
 - . Restripe Dearborn west of Rainier in order to provide full width bicycle lanes as **originally** intended. "Make other bicycle safety improvements as needed.
- T-7.4.4** **Key Pedestrian Streets.** Designate a **network** of Key Pedestrian Streets for the Central **Area** so as to ensure that future transportation and development decisions do not degrade travel safety and environment for pedestrians along these **streets**. (See T.3) Key Pedestrian Streets: Jackson (**20th-MLK**), **Yesler**, Cherry, Union (**14th-MLK**), Olive (20th-23rd), Madison (1 6th-24th, **27th-LWB**), Martin Luther **King, Jr. Way**, 23rd, **19th**, 12th (Madison-Jackson), **Central Park Trail** route.,
- Support special efforts to improve pedestrian environment such as **along** Union Street.
 - . Include streets **with** pedestrian overlay zone **in** Key Pedestrian Street network.

- T-7.4.5 Heritage Trail.** Develop a Central Area Heritage Trail network linking major destinations and **highlighting** historic and other community resources along the routes. The network would include:
- Central Park Trail - connecting **from** I-90 to **Yesler**.
 - . **Yesler** Way - connecting **from** downtown to the lake.
 - . 23rd Avenue corridor - connecting from Jackson to Madison.
 - . Jackson Street - International District to **Frank** Park.
 - . **Martin** Luther King Jr. Way - Cherry to Martin Luther King Jr Park.
 - . 12th Avenue corridor - connecting from Jackson to Madison.

7.5 Key Pedestrian Streets

ACTION Designate key **Central** Area streets as “Key Pedestrian Streets” for the purposes of creating economic centers and social gathering places **that** improve quality of life and serve as the heart of a community.

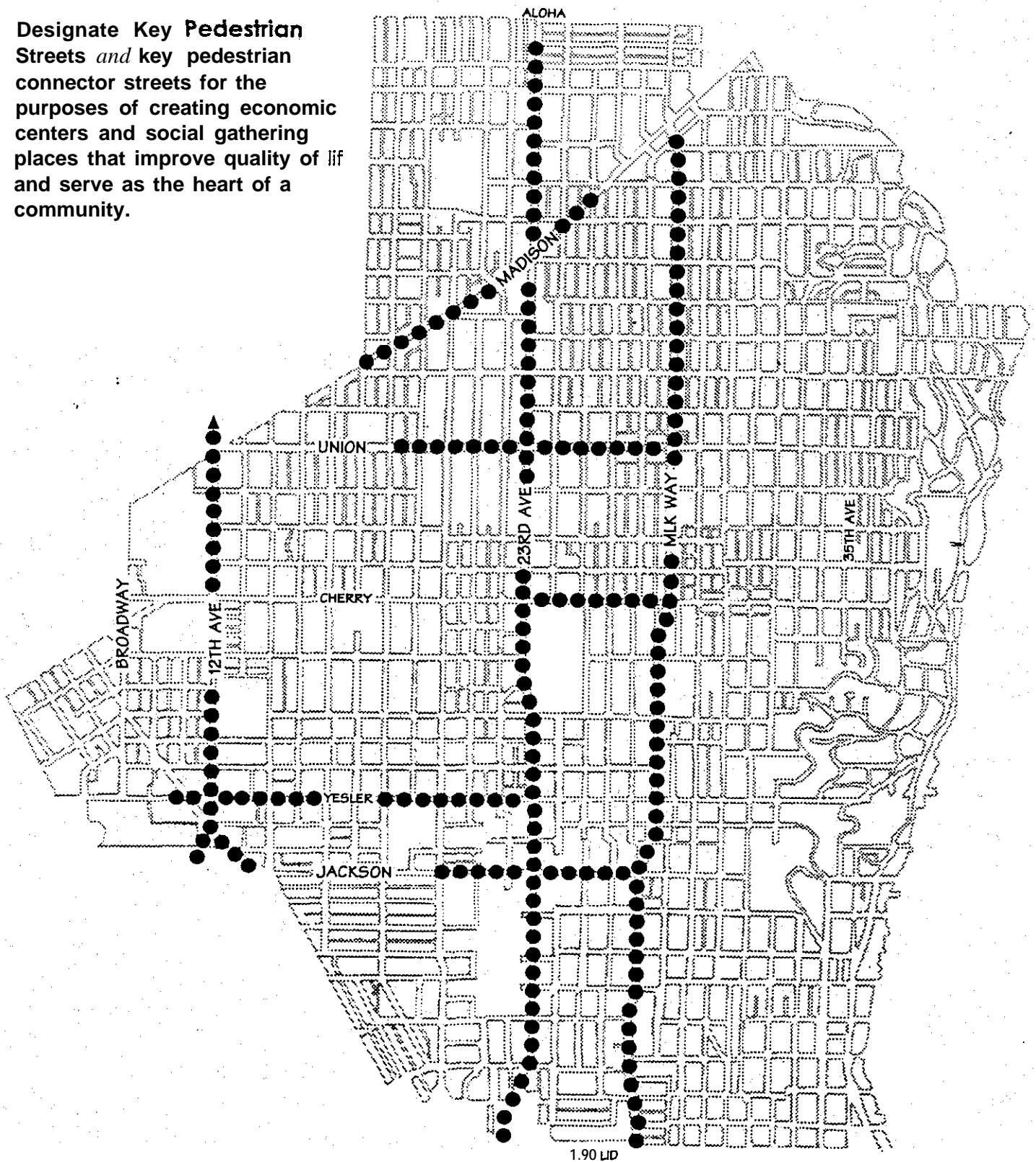
T-7.5.1 Designate the main thoroughfare in each planning area as Key Pedestrian Streets and prioritize **funding** for improvements along these sections. This includes:

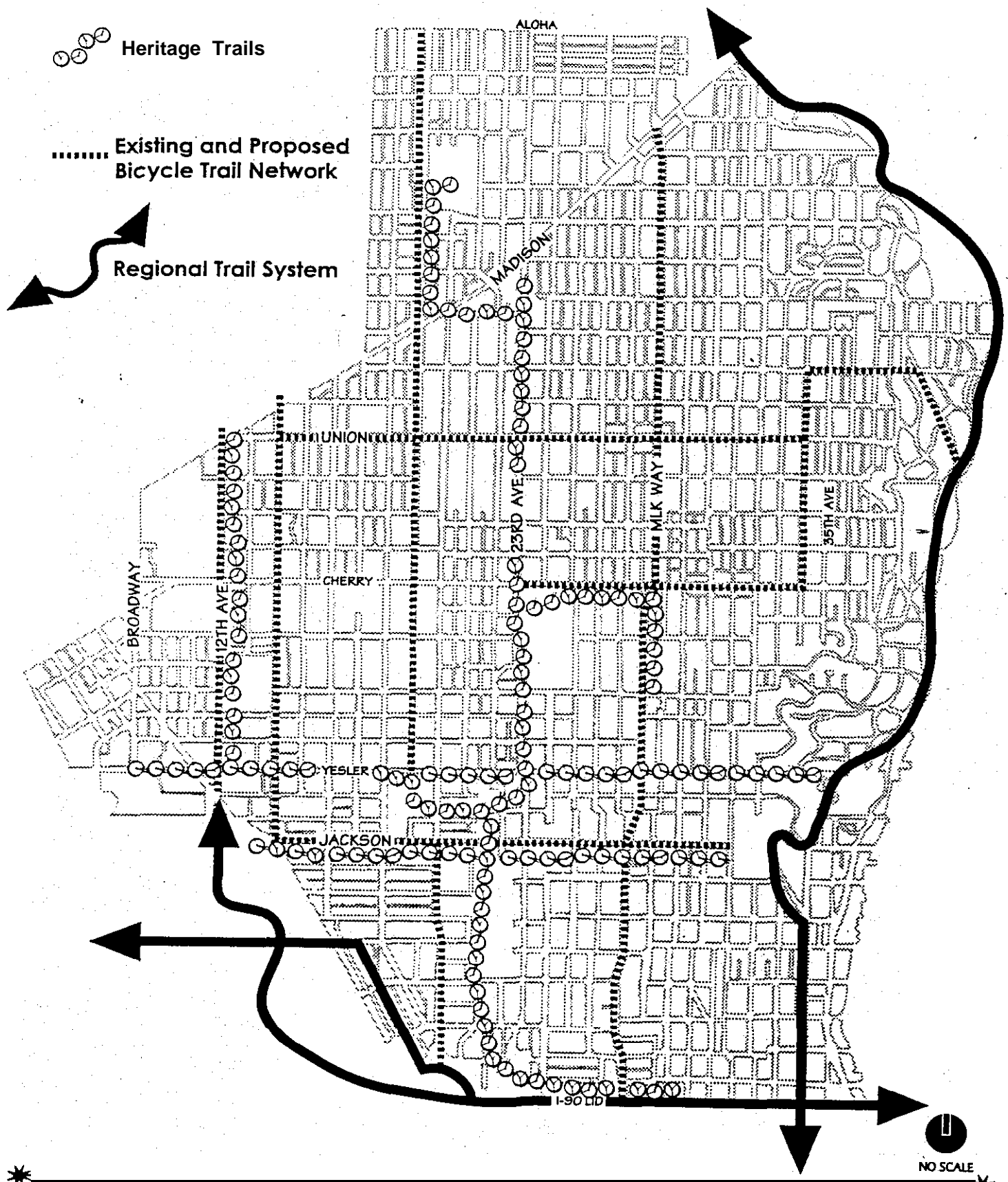
- Madison between 16th and 24th
- 12th Avenue between Jackson and Madison (**Coordinate with Capitol Hill Planning**)
- Jackson between 20th and **Martin** Luther King, Jr. Way
- . Union between 18th and **Martin** Luther King, Jr. Way

T-7.5.2 Designate other key **arterials** as Key Pedestrian Streets, including **Martin** Luther King, Jr. Way, 23rd Avenue, Cherry Street between 23rd and Martin Luther King, Jr. Way, and **Yesler** between **Boren** and 23rd Avenues.

T-7.5.3 To further facilitate **and** promote key pedestrian **streets**, **coordinate** with **land** use efforts to establish pedestrian overlay zones (Refer to Land Use Zoning Matrix, Table –, for **recommendations** concerning 12th Avenue and Union Street).

Designate Key Pedestrian Streets *and* key pedestrian connector streets for the purposes of creating economic centers and social gathering places that improve quality of life and serve as the heart of a community.





CENTRAL AREA
ACTION PLAN II

Figure 26
Pedestrian and Bicycle Trails

7.6 Traffic Circulation: Traffic Calming

ACTION Slow traffic speed on **arterials** and neighborhood streets.

T-7.6.1 Reduce Speeds on Arterials and Neighborhood Streets. At a neighborhood's request, work with the neighborhood and SeaTrans to identify and implement solutions to reduce speeding on **arterials** (See T-3.1.1) and neighborhood streets.

- For example, in the Madison-Miller Neighborhood Master Plan, specific recommendations call for calming traffic between 16th and 24th through the use of curb bulbs, reconfiguring intersections, altering lane channels, and synchronizing traffic light signalization.
- Implement the Jackson Place Community Council's traffic calming plans for 20th avenue between Jackson and Judkins, including curb bulbs and center islands.

T-7.6.2 Education and Enforcement. Work with the City to (1) educate residents about the purpose of parking laws that make it illegal to park on or across sidewalks or -planting strips and (2) enforce those parking laws.

T-7.6.3 Traffic Calming at Business Nodes. Examine traffic calming measures at major commercial nodes to promote stopping and shopping.

- Evaluate possibility of on-street, off-peak parking on 23rd Avenue.
Implement a demonstration project between Cherry and Union.
- Consider designation a through transit and right-turn-only lane on Union at 23rd to improve safety of intersection.

T-7.6.4 Speeding Enforcement. Request more enforcement of speeding violations.

- Target enforcement on Martin Luther King, Jr. Way.

7.7 Traffic Circulation: Neighborhood Cut Through Traffic

ACTION Reduce impacts of commuters on Central Area neighborhoods and reduce neighborhood cut through traffic to and from the regional highway network by directing traffic to **arterials** and by restricting use of the Arboretum SR520 ramps.

T-7.7.1 Reduce Arboretum Cut-Through Traffic. Evaluate and institute strategies to discourage use of Arboretum SR520 ramps especially for drivers from and to downtown, including:

. Restricting northbound left turn from Madison to Lake Washington Boulevard during peak hours.

• Designating Arboretum SR520 ramps for **carpools only**.

. Recommending closure of Arboretum SR520 ramps when SR520 expanded.

T-7.7.2 Madison Street. Improve northbound left **turn from** Madison to 23rd Avenue:

• Add appropriate signage to encourage left turn at 23rd as access to SR520 (ONE?).

T-7.7.3 Access Across Lake Washington. Explore other options and routes to cross Lake Washington:

. Explore the possibility of cross-lake water taxi service with increased bus service on Madison.

T-7.7.4 Jackson Place Traffic Plan. Implement Jackson Place Community Council's **traffic** plan to reduce cut-through traffic in the Jackson Place neighborhood:

• Refer to corresponding recommendations T-7.8.3 and T-7.12.5.

7.8 Neighborhood Streets: Local Circulation

ACTION **Reconfigure** constricted neighborhood **streets** by considering one-way routing or other vehicle movement restrictions when requested by a neighborhood, taking into consideration potential negative impacts such as **potential** increased speeds, diversion of problem to other streets, and possible **confusion**.

T-7.8.1 Local Street Reconfiguration. At a neighborhood's **request**, work with the Seattle Transportation **Department** to study neighborhood streets that would benefit by being converted to one-way or adding other **traffic** movement restrictions.

. Work **with** neighborhoods to implement the proposed **reconfiguration** of **streets**, as feasible.

T-7.8.2 Jackson Place Traffic Plan. Implement the Jackson Place Community Council's **traffic** plan to reduce cut-through **traffic** in the Jackson Place neighborhood, specifically on Dearborn Street, 18th and 20th Avenues, through **the** use of traffic diverters, **turning** restrictions, and calming features. Assure access to tire new Hiawatha Place development while reducing neighborhood **cut-through traffic** in the Jackson Place community.

- T-7.8.3 Impacts of School Buses.** Review impacts of school bus access routes and loading and unloading and student parking on the **surrounding** neighborhoods, specifically the impact on 25th at **Garfield** High School and also at Meany School.

7.9 Arterials: **Martin** Luther King, Jr. Way Enhancements

ACTION Add safety improvement and a planted **median** so Martin **Luther** King, Jr. Way becomes a **community** resource, **a source** of pride, and a safer street. Coordinate with the North Rainier Neighborhood Plan *on its* recommendations for Martin Luther King, Jr. Way (See T-7.3.1).

- T-7.9.1** Installation of Median. Work with the City and State to ensure the installation of the proposed median on the 1-90 lid, improve safety for pedestrians, and slow the speed of vehicles.
- . Work **with** community and immediate residents to develop plan for planted **median** along Martin Luther King, Jr. Way.
 - . Work with the **State** to develop proposal for median on 1-90 lid.

- T-7.9.2 Funding for Median.** Work with City to **identify** funding for a planted median.
- Consider phasing project with sections along parks in **first** phase.
 - . Request funding **from** Regional Transit Authority as mitigation for increased **traffic** during **construction** of the RTA.

7.10 Arterial Enhancements (refer to Figure 27)

ACTION **Identify** other **arterials** where added improvements would help mitigate **traffic** problems, enhance business nodes and encourage pedestrian and *other* **non-**motorized transportation.

- “T-7.10.1 12th Avenue.** Designate 12th Avenue as the “Main **Street**” for the 12th Avenue Urban Center Village and implement the proposed 12th Avenue street improvement based on the 12th Avenue **Streetscape** Plan prepared as **part** of the neighborhood planning process. The proposal recommends **reconfiguration** of the right-of-way to widen sidewalks, improve planting strips, add designated bicycle lanes, provide intersection left turn lanes, and increase lane widths to accommodate public transit.
- . Realign street and widen sidewalk on east side.
 - . Work with the **City** to include **special pedestrian** scale lighting fixtures.

- Work with ~~the~~ City to add curb bulbs and textured crosswalk ~~treatment~~ at identified key intersections like Columbia, Cherry, Jefferson, and ~~Yesler~~.
- Improve pedestrian access to Jackson Street along 12th. as part of the Central Gateway (See T-7.1 0.2).

- T-7.10.2** Central Gateway. Address the transportation needs and impacts of the Central Gateway (~~Jackson/Rainier/Boren/12th/Yesler/14th area~~). (See T-7.1 0.1)
- Work with the City to identify a plan ~~and~~ funding to install a left turn from Boren to Jackson Street in order to improve access to the Jackson ~~Street~~ business node, reduce cut through ~~traffic~~, especirdly for the Jackson Place neighborhood, and address the barrier between neighborhoods that this area has become.
 - As an interim measure install signs indicating that for access to Jackson Street eastbound to turn left on ~~Yesler~~ and right on ~~14th~~, and a sign to ~~indicate~~ there is a "free" left ~~turn~~ at Jackson Street.
 - Develop a long term transportation plan for this area that addresses ~~transit~~, vehicular, pedestrian and bicycle needs with a goal to make this an area that unites rather than separates the surrounding neighborhoods.
- T-7.10.3** **Union Street Improvements.** Improve street landscaping and street ~~furniture~~ and provide lane modification on Union at 23rd Avenue to reduce pedestrian accidents, improve parking, improve safety for bicycles, and enhance the business node.
- T-7.10.4** **Yesler/Boren Improvement Project. Work with Seattle Transportation Department on improvements to Yesler and Boren as part of the, signalization project.**
- . **Do not add** new pedestrian push buttons at intersections ~~included~~ in this project.
 - . Install ~~pedestrian~~ lighting between 12th and 14th if funding available.
 - . Add improvements as part of Central Park Trail link to downtown.
- T-7.10.5** **Jackson Streetscape. Work with Seattle Transportation Department, CADA and I Love Jackson Street Business Association to improve the street ~~environment~~ along Jackson ~~from~~ 23rd to Martin Luther King, Jr. Way. (IN PROCESS)**
- T-7.10.6** **Cherry Street Improvements. Work with Seattle Transportation Department and Department of Parks and Recreation to plan and implement improvements on Cherry St. to complement the new Garfield Community Center development.**
- Request on-street parking along Cherry between 23rd and 25th.

- T-7.10.7 Madison-Miller.** Work with the **community** and the **City** to **implement** the plan for Madison Street **from** 12th Avenue to **Lake Washington Boulevard** with improvements for pedestrians and surrounding businesses, with a focus on improving Madison Street **at** business nodes to allow better pedestrian access.
- Implement the proposed capital improvements **recommended** in the Madison-Miller Neighborhood Master Plan for the segment of Madison between 16th and 24th.
 - **Reconfigure** street and **traffic** flow at **Olive/Madison/20th** and improve **signal** timing at Madison and 22nd and Olive and 23rd in order to facilitate left turns.
 - Encourage community Adopt-a-Street efforts.
 - Explore possibility of pedestrian tunnel under Madison or an alternative solution to provide access to Washington Park Arboretum **from** Madison Valley and Harrison/ Denny neighborhood.

7.11 Arterial **Streetscapes**

ACTION Enhance the sense of community and increase the feeling of pride among Central Area residents, business owners, employees, and visitors by improving the physical and social environment of main thoroughfares.

T-7.11.1 12th Avenue Streetscape. Implement the 12th Avenue Streetscape Plan developed through the neighborhood **planning** process. Improvements include decorative **street** lighting, wider sidewalks with tree-lined planting strips, decorative treatment of curb bulbs and key intersections, and opportunities for small public plazas.

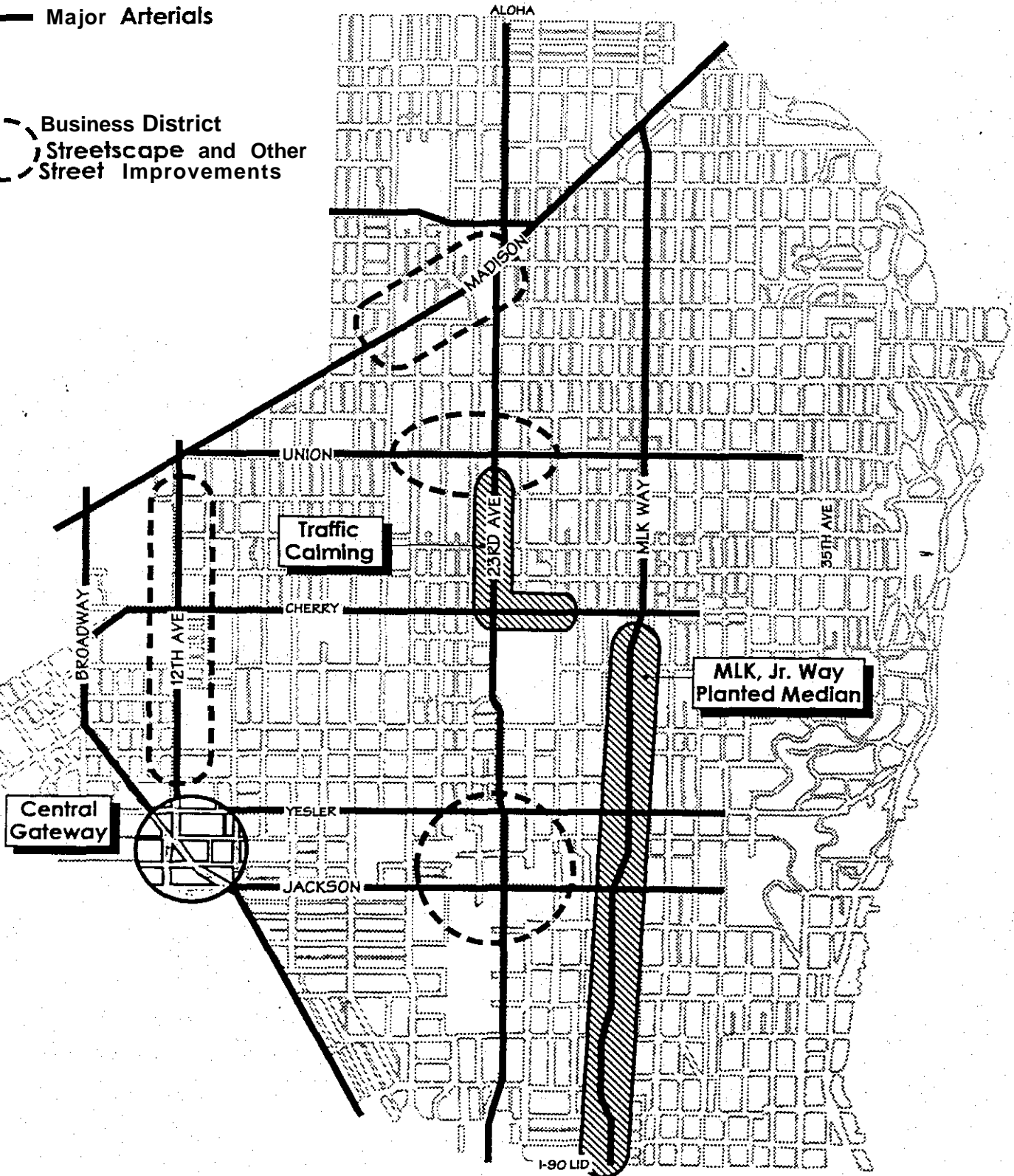
T-7.11.2 23rd Avenue Corridor. Recognize 23rd Avenue as the arterial backbone that links the Central Area’s major economic hubs, including Jackson, Cherry, Union, and Madison. Work **with** the Seattle Transportation Department, Department of **Parks** and Recreation and Seattle City Light Tree Planting **Program** to implement the “23rd Avenue **Central** Corridor” concept. Proposed improvements include:

- **Identify** opportunities for planting trees where enough right-of-way exists and incorporating visible landscaped open space in new developments.
- **Install** textured crosswalks or other treatments at key intersections.
- Provide **directional** signage that leads the way to **different** neighborhoods and neighborhood facilities.
- Provide interpretive kiosks, exhibits, and community bulletin **boards** that **could** become part of a “heritage route” along 23rd Avenue between Jackson and Madison.

- T-7.1 .3 Jackson Streetscape.** Implement Jackson Street **streetscape** proposals as per the Jackson Street **Streetscape** Study, **including** possibilities for public art and other pedestrian features.
- T-7.1 .4 Union Streetscape and Urban Design.** Promote a pedestrian environment along Union between 19th and **Martin** Luther King, Jr. Way. Request Seattle Transportation, the Department of Neighborhoods, and Seattle City Light to work with neighborhood **associations** to establish **streetscape** features **such** as decorative street lighting, seating areas, intersection paving patterns, and community identity markers
- T-7.11.5 Cherry at 23rd. Work with Seattle Transportation and Parks and Recreation to** develop plans that will further enhance the pedestrian character at 23rd and Cherry Street, complementing the presence of the **Garfield** Community Center.
- T-7.11.6 Dearborn-Hiawatha.** Promote pedestrian features *on* 18th Avenue and on Dearborn to provide **pedestrian** connection between the new **Hiawatha Place** Development and Jackson Street and the Central Park Trail.
- T-7.11.7 Madison-Miller Neighborhood Master Plan Streetscape.** Implement proposed **streetscape** improvements for East Madison Street between 16th and 24th as per the Madison-Miller Neighborhood Master Plan. Key action items include:
- Improve ability of pedestrians to cross the street at 20th, 21st and 23rd.
 - Develop **public plazas** and community gathering spaces with new projects,
 - Add street trees where right-of-way allows.
 - Add ladder crosswalks and ped crossing lights at 20th and 21st.
 - Improve **configuration** of **Madison/20th/Olive** Way as a means of improving vehicular and pedestrian safety and facilitating left turn **from** 23rd to Madison.
 - Work with Metro to add bus bays and improve the overall **appearance** of East Madison bus stops.

— Major Arterials

○ Business District
Streetscape and Other
Street Improvements



NO SCALE

CENTRAL AREA

A C T I O N P L A N I I

Figure27
Major Arterials and
Improvement Focal Points

7.12 Transit: Public Transportation

ACTION Improve residents' access to Central Area businesses, **services**, and institutions by using public transportation, thereby encouraging patronage of area businesses and reducing the need for cars.

T-7.12.1 Improving Route 8 Bus Service. Work with Metro and the City to improve and expand the new bus service on Martin Luther King, Jr. Way.

- . add special event service to Seattle Center (evenings and weekends)
- extend the hours (evenings and weekends) of service .
- . increase the frequency of service
- . add bus stops, benches and/or shelter: at transfer points as requested
- . designate as priority transit street

T-7.12.2 Local Circulator and Regional Route Demonstration Project. Explore **feasibility** of having a circulator bus or van service to improve access to area businesses, institutions and public facilities: Work with the City and Metro to plan and implement a demonstration project, such as the expansion of Route 944. **Identify** key destinations.

- Work with the City and Metro to develop community-based transit service **with** transit hubs at primary business nodes and community anchors.
- . Work with Central Area institutions, **Metro** and the City to develop *a* shared van program with a goal to maximize efficiency of private and public van use in the **Central** Area and to improve access to the RTA and Monorail (if expanded).

T-7.12.3 Route 2 Re-routing. Explore future rerouting of bus route 2 straight through on Union Street at 12th Avenue and installing a transit preemption **signal**. Study impact on Madison buses.

T-7.12.4 12th Avenue Bus Service. Work with Metro and the City to pkm for bus service on 12th Avenue connecting to the RTA stations on Rainier and Broadway.

- Plan for future designation of 12th as priority transit street.
- . Ensure 12th improvements **accommodate** buses.

T-7.12.5 Route 4 Routing Concerns. Work with Metro to address neighborhood concerns about the routing of Route 4 south of Dearborn. Consider link to **RTA** station.

- T-7.12.6 Transit Signal Pre-Emption.** Install signal preemption for transit along north south corridors of 23rd, Martin Luther King, Jr. Way, and 12th Avenue when bus service is added, in order to improve transit efficiency.
 . Add Martin Luther King Jr. Way and 12th Avenue to transit priority network.
- T-7.12.7 Improving Off-Peak Bus Service.** Work with Metro to improve the frequency of service for routes 2, 3, 4, 8, and 27 during non-peak hours.

7.13, Transit: Connecting Commuters to Destination Centers

- ACTION** Improve access to employment centers for Central Area residents who use public transit and encourage Central Area employees and students to use public transit.
- T-7.13.1 Efficiency of Bus Service to Major Destination Points.** Work with Metro and the City to maintain efficiency of direct transit service to downtown, improve north-south transit service to regional job centers, and improve access to eastside transit service.
- Improve employee access to the Renton Transit Hub/Employment Center via Rainier Valley. Explore options of providing direct service through bus, van or subscription service.
- T-7.13.2 Access to Regional Rail System.** Work with Metro and the City to ensure Central Area residents' adequate access to the high-capacity transit system(s) when built.
- Ensure frequent bus service for Central Area residents to nearest RTA stations. (Note strong preference "for stations on Capitol Hill vs. South Lake Union, and at Rainier/I-90 or Dearborn)
 - Improve access facilities for pedestrians and bicycles.
 - Ensure construction of RTA at Rainier and Capitol Hill stations such that a future direct connection can be feasibly built between the two stations (generally under Boren Street).
- T-7.13.3 Van Pools.** Work with Metro, SVI and major employers to set up" van pools for employees from the Central Area.
- Conduct an origin and destination study to determine need.
 - Establish a commuter bulletin board at the Library.



- T-7.1 3.4 Trip Reduction Efforts.** Work with **institutions/businesses** to develop creative solutions for reducing auto usage by employees and students and maximizing benefit for community.
- Convene a joint Transportation Demand management group with the institutions, City, Metro and community including First Hill to develop goals and priority actions to increase transit use by students and employees and reduce the reliance on cars.
 - Encourage City to develop incentives for **institutions/businesses** to develop joint transportation management plans.
 - Participate in Car-Share pilot project with focus on **12th** Avenue and Madison-Miller urban villages and surrounding institutions **including** Seattle University, Providence Hospital, **DHHS**, **DYS**, **CAMP**, and Group Health.
 - Encourage City to develop incentives for **institutions/businesses** to develop a shared “circulator van service that also can be used by community residents. Monitor Transportation Demand management compliance for Seattle University and the hospitals.
 - Provide service improvements for students attending night school, including night van service.
 - Reduce availability of parking at **Seattle** University and institute parking fees that subsidize a flexpass. Encourage local business discounts for flexpass use.
 - Work with School **District** to provide reduced” rate Metro passes for staff so as to reduce auto usage.

- T-7.13.5 Tourist Access to Central Area.** Work with Metro and the City to improve tourist access to Central Area.
- Explore opportunities for extending the waterfront trolley up Jackson to Martin Luther King, Jr. Way, or
 - Improve and promote route 14 trolley service.

7.14 Transit Facilities

ACTION Transit Facilities. Encourage use of public transit by improving **Metro** bus shelters for **patrons**.

- T-7.14.1 Bus Shelter Improvements.** Work with Metro, the City, and developers *to ensure* provision of comfortable bus shelters with the new developments at 23rd Avenue and Jackson, Cherry and Unions Streets.
- Work with the **Arts** Commission and Metro to incorporate **art** into bus shelter locations.

- . Develop a partnership between Metro and local community councils and business associations to undertake an ‘adopt-a-shelter’ program for bus shelters to create more pleasant, open space-style bus stop facilities.

7.15 Parking

ACTION Ensure adequate parking **capacity** without adversely impacting neighborhoods with a goal to reduce the need for surface parking lots **especially** along Key Pedestrian Streets.

T-7.15.1 Shared Parking Opportunities. Encourage shared parking at business nodes in order to meet parking requirements while maximizing space for other uses.
 . Work with DCLU to develop guidelines and mechanisms for shared parking.

T-7.15.2 Van Pool Park- N’-Rides. Identify van pool **park-n’-ride** sites. Explore use of Church parking lots.

T-7.15.3 Residential Parking Zones. Consider **expanding** the hours of enforcement of Residential **Parking** Zones surrounding major institutions to address evening hours.
 •Propose stepped up penalties for repeat offenders

T-7.15.4 Truck Loading- Use of Streets. Discourage storage of large **commercials** trucks on streets **in** the Central” Area.
 •Work with **Gai’s Bakery** to find alternative parking for their trucks that park on Jackson **Street** and to assure compliance with “engine of **laws** for trucks loading and waiting on 20th Avenue **and** on Weller **Street**.

T-7.15.5 Parking Study. Do a parking study for the area around the Garfield Community Center on Cherry Street between 23rd and 25th.
 •Address illegal parking on planting strips.
 •Recommend removal of “no parking” signs on Cherry.
 •Consider making 25th one way.